

# STATEMENT OF HERITAGE IMPACT

Proposed Mixed Use Development  
Former Auckland Garage  
2 West Promenade, Manly



MARCH 2017

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ISSUED	REVIEW	ISSUED BY
March 2017	V1.0 CMP Coordination Ref V1.0	Don Wallace

# STATEMENT OF HERITAGE IMPACT PROPOSED MIXED USE DEVELOPMENT FORMER AUCKLAND GARAGE 2 WEST PROMENADE MANLY NSW 2095

## CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>4</b>
1.1	Background .....	4
1.2	Definition of the Study Area .....	4
1.3	Methodology .....	6
1.4	Identification of Authors .....	6
1.5	Heritage listings.....	6
<b>2.0</b>	<b>CULTURAL HERITAGE SIGNIFICANCE.....</b>	<b>7</b>
2.1	Introduction .....	7
2.2	Statement of Cultural Heritage Significance .....	7
2.2.1	Gradings of Significance.....	7
<b>3.0</b>	<b>THE PROPOSAL .....</b>	<b>9</b>
<b>4.0</b>	<b>EVALUATION OF HERITAGE CONTROLS .....</b>	<b>11</b>
4.1	Compliance with the Manly LOfal Environmental Plan 2013 and Manly Development Control Plan .....	11
4.2	NBRS Architecture Conservation Management Plan .....	14
<b>5.0</b>	<b>HERITAGE IMPACT ASSESSMENT .....</b>	<b>15</b>
5.1	Introduction .....	15
5.2	Major Partial Demolition (Including internal elements) .....	15
5.3	Change of Use.....	15
5.4	New Development adjacent to a heritage item (including additional buildings and dual occupancies).....	16
<b>6.0</b>	<b>CONCLUSION .....</b>	<b>18</b>
<b>7.0</b>	<b>APPENDICES .....</b>	<b>20</b>
7.1	Appendix A– State Heritage Inventory Listing .....	20
7.2	Appendix B– Conservation Management Plan Policy Compliance Table .....	23
7.3	Appendix C– Conservation Management Plan .....	31

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

The former Auckland Garage is a locally listed heritage item. Eastview (Australia) Pty Ltd, on behalf of Manly Civic Club have instructed NBRS Architecture to prepare this Statement of Heritage Impact to assess the heritage impacts of the building's adaptive reuse as part of a mixed-use development.

A previous approval for the site and an approval for a Section 96 application set the available envelope for development and general connection with the heritage item. The difference in this application relates to the provision of residential apartment together with the Club facilities on the site. Approval has been granted for partial demolition and re-roofing of the building with terra cotta tiles.

In heritage terms, there is little change to the identified impact on the heritage item or the surrounding developments in the vicinity from that of the earlier assessed scheme.

### 1.2 DEFINITION OF THE STUDY AREA

The site is known as the former Auckland Garage located at 2 West Promenade Manly and is shown in Figure 1. The building which comprises the heritage item is shown in plan at Figure 2. The land is described as Lot 1 in shown in Deposited Plan DP 859455 in documents held by NSW Land and Property Information.

Located on the south-east corner of the site is the small brick and stucco, former garage structure which is listed as the item of environmental heritage. The building is located on a diagonal across the corner of the site fronting Eustace Street and West Promenade. The remainder of the site is for all intents and purposes vacant.



Figure 1 – Location of the site. The lot is shown bounded in purple with the former service station building in the southeast corner of the site. North is at the top of the page. SIX Maps, [www.six.nsw.gov.au](http://www.six.nsw.gov.au)

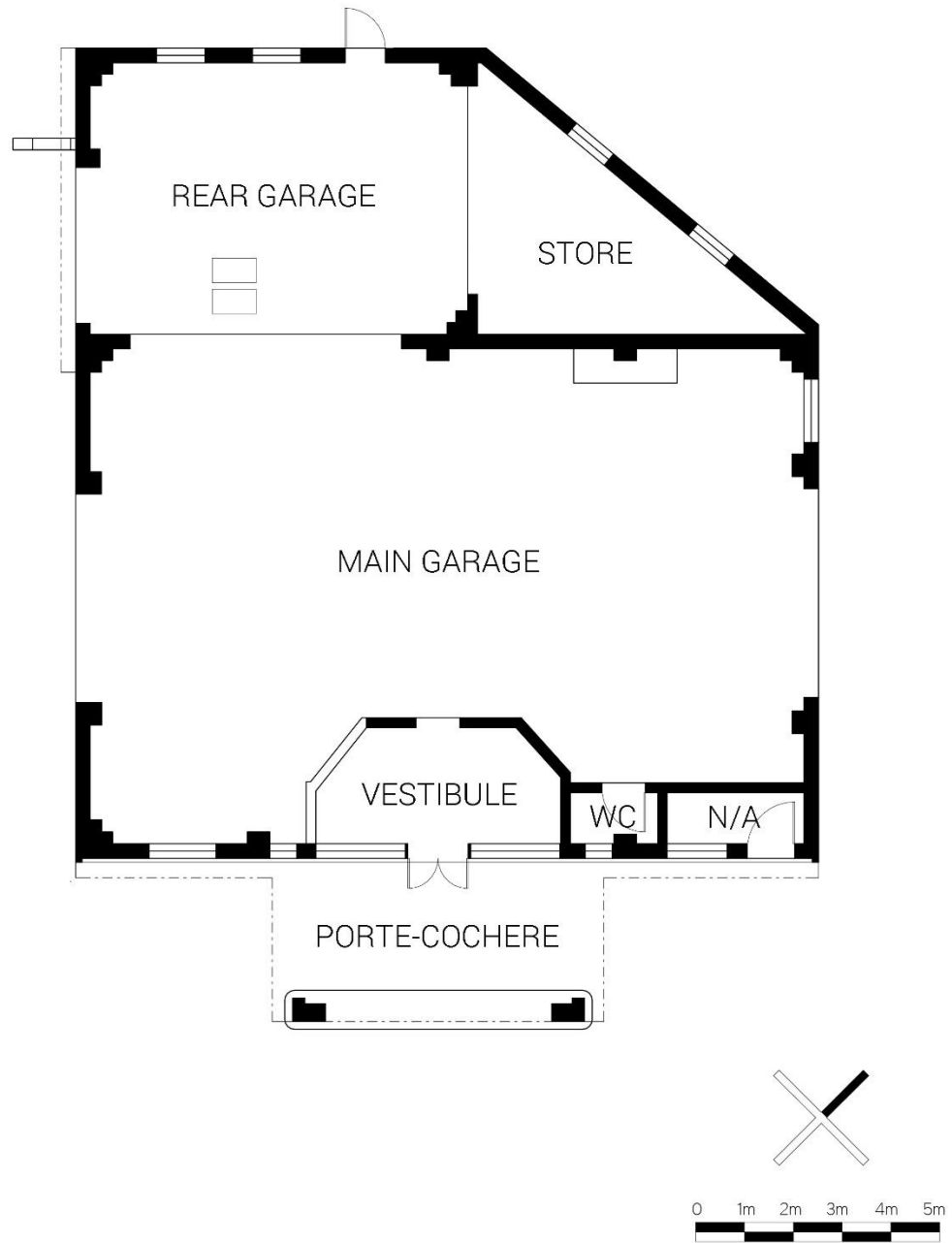


Figure 2 – Plan of the building. Recent interior partitions are not shown for clarity. NBRS Architecture, February 2017.

### 1.3 METHODOLOGY

The methodology and form of this Statement of Heritage Impact is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Statements of Heritage Impact', 2002. It follows the approach set out in the *Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)* and *The Conservation Plan* by J.S.Kerr (Australia ICOMOS, 7<sup>th</sup> edition 2013).

NBRS Architecture has prepared a Conservation Management Plan to guide conservation and future use so that the place may be developed in a way that retains its heritage significance. Impacts are assessed against that CMP's policy recommendations. This Statement of Heritage Impact should be read together with that CMP. The CMP includes photographs of the heritage item and areas affected by the proposed development.

The terms fabric, place, preservation, reconstruction, restoration, adaptation and conservation used throughout this report have the meanings given them in the *Burra Charter*.

### 1.4 IDENTIFICATION OF AUTHORS

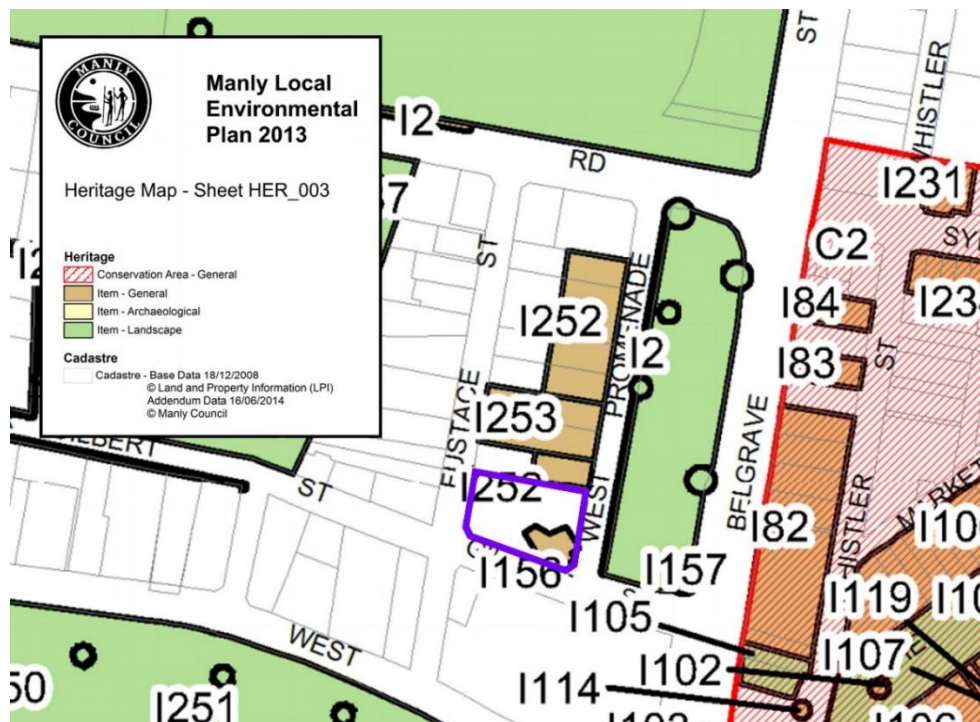
This report was researched and prepared by Don Wallace, Senior Heritage Consultant and Robert Staas, Associate Director – Heritage Consultant of **NBRSARCHITECTURE**. The CMP includes a history researched and written by Léonie Masson, Historian, of **NBRSARCHITECTURE**.

### 1.5 HERITAGE LISTINGS

The site is identified as a heritage item on Schedule 5 of the Manly Local Environmental Plan 2013 where it is identified as:

- Item I156: Auckland Garage building (former service station) Lot 1, DP 859455

Notwithstanding that the entire lot is listed on the Schedule, the Heritage Map graphically describes only the structure and not the surrounding land.





## 2.0 CULTURAL HERITAGE SIGNIFICANCE

### 2.1 INTRODUCTION

The significance of the place and its components has been assessed in terms of nature and degree in the Conservation Management Plan. This is set out in the sub-sections that follow.

The statement of significance in the State Heritage Inventory listing is provided in an appendix from page 20.

### 2.2 STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

The former Auckland Garage at Manly, a 1930s service station, is significant because it:

- demonstrates the growing importance of private motor vehicle use in the Inter-War period;
- is rare and representative as a good and largely intact example of an Inter-War Spanish Mission style service station of the period 1925-39; and,
- has minor landmark significance on the corner of West Promenade and Gilbert Street adjacent to Gilbert Park with a visual relationship to Manly Town Hall and this contributes to the community's sense of place.

#### 2.2.1 GRADINGS OF SIGNIFICANCE

GRADING	ELEMENT
Exceptional	<ul style="list-style-type: none"> <li>• No elements are of exceptional significance.</li> </ul>
High	<ul style="list-style-type: none"> <li>• Overall exterior form of main garage and porte-cochere in setting of forecourt</li> <li>• Views to building's north, south and eastern elevations from the north, south and east</li> <li>• Porte-cochere</li> <li>• Main garage fabric and open interior spatial character</li> <li>• Original brick walls and concrete lintels</li> <li>• Original roof framing over main garage and porte-cochere</li> <li>• Original joinery and hardware</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>• Rear garage</li> <li>• Vestibule and WC</li> <li>• Gantry of rear garage</li> </ul>
Little	<ul style="list-style-type: none"> <li>• Store</li> <li>• The site not included in the setting of the western corner of the site described as of high significance</li> </ul>
Intrusive	<ul style="list-style-type: none"> <li>• Recent exterior paint finishes.</li> <li>• Non-original windows, doors and roller doors</li> <li>• Recent interior partitions and joinery</li> </ul>

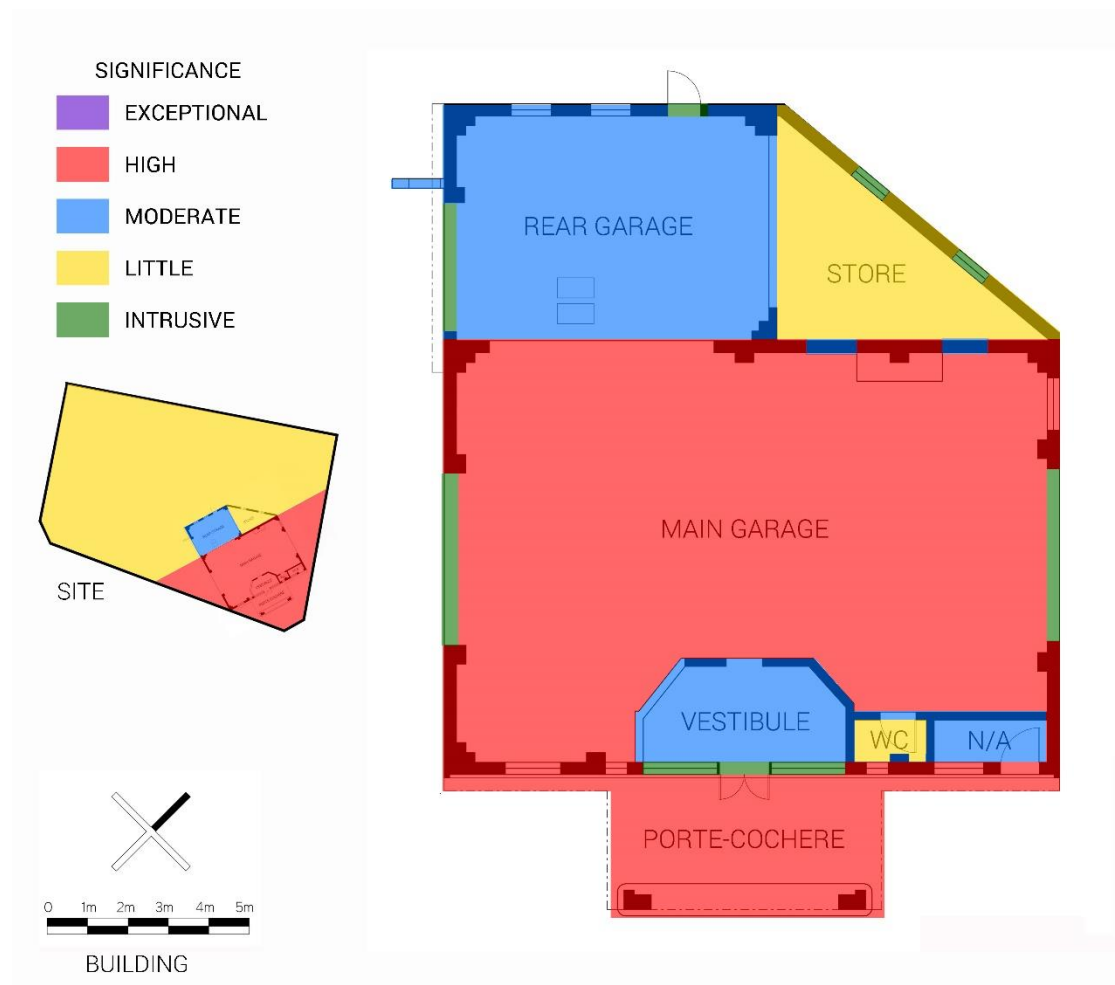


Figure 4 Gratings of Significance. NBRS Architecture, February 2017.



### 3.0 THE PROPOSAL

The revised proposal now the subject of the development application was the subject of several meetings with Council staff and the submission of additional material to indicate that the proposed new use was compatible with retention of the heritage fabric and facilitated its conservation in accordance with the provisions of the Manly LEP.

The profile of the new building and the relationship with adjoining residential flats to the north has been reconsidered to improve compliance with statutory and non-statutory housing guidelines.

The design contains two levels of basement car parking with access from Eustace Street, Club use including the refurbished heritage structure and the residential pedestrian entry from West Promenade on the Ground Floor Level and 38 residential units set over six storeys.

The heritage item is conserved and adaptively reused as part of the Manly Civic Club – specifically for use as a lounge/bistro. This includes the removal of the rear garage and store and the removal of the vestibule to achieve level access to the porte-cochere.

The revised design is shown on the drawings prepared by Mijollo International architects:

Drawing number	Drawing Title	Issue	Date
A100	Cover Sheet	A	20 February 2017
A103	Site Plan	A	20 February 2017
A104	GFA Diagrams	A	20 February 2017
A105	Site Analysis	A	20 February 2017
A201	Basement Level 2 Plan	A	20 February 2017
A202	Basement Level 1 Plan	A	20 February 2017
A203	Level Ground Plan	A	20 February 2017
A204	Level 1 Plan	A	20 February 2017
A205	Level 2 Plan	A	20 February 2017
A206	Level 3 Plan	A	20 February 2017
A207	Level 4 Plan	A	20 February 2017
A208	Level 5 Plan	A	20 February 2017
A209	Roof Plan	A	20 February 2017
A301	Elevations – East	A	20 February 2017
A302	Elevations – West	A	20 February 2017
A303	Elevations – North	A	20 February 2017
A304	Elevations – South	A	20 February 2017
A308	Streetscape	A	20 February 2017
A310	Material Finishes Board (East)	A	20 February 2017
A311	Material Finishes Board (South)	A	20 February 2017
A401	Section AA	A	20 February 2017
A402	Section BB	A	20 February 2017
A403	Section CC	A	20 February 2017

The landscape design is shown on the drawings prepared by Taylor Brammer landscape architects as follows:

Drawing number	Drawing Title	Issue	Date
LA00	Cover Sheet	B	3 March 2017
LA01	Ground Floor Landscape Plan	I	3 March 2017
LA02	Level 1 Landscape Plan	E	22 February 2017

LA03	Level 4 Landscape Plan	E	22 February 2017
LA04	Level 5 Landscape Plan	A	22 February 2017
LA05	Landscape Details	C	3 March 2017

## 4.0 EVALUATION OF HERITAGE CONTROLS

### 4.1 COMPLIANCE WITH THE MANLY LOCAL ENVIRONMENTAL PLAN 2013 AND MANLY DEVELOPMENT CONTROL PLAN

*Manly Local Environment Plan 2013* [LEP] is an environmental planning instrument which provides for the development of the subject site within the context of the former Manly local government area. *Manly Development Control Plan 2013 (Amendment 8)* should be read in conjunction with the *Manly Local Environment Plan 2013*. The DCP supports the LEP with more detailed planning and design guidelines. The DCP provides for heritage management documents and conservation management plans such as this Statement of Heritage Impact and the CMP referred to at section 4.2 below.

Clause 5.10 of the *Manly Local Environment Plan 2013* provides controls for development at or near heritage items. Sub-clause 5.10 (2) of the *Manly Local Environment Plan 2013* provides that development consent for works such as that proposed in the development application is required. Sub-clauses 5.10 (4) and (5) provide for heritage impact assessment of heritage items such as the subject site.

*5.10 (4) The consent authority must, before granting consent ... consider the effect of the proposed development on the heritage significance of the item.*

*5.10 (5) The consent authority may... require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development [on land on which a heritage item is located] would affect the heritage significance of the heritage item [concerned].*

This Statement of Heritage Impact is submitted to satisfy the requirement for the heritage management document provided for under 5.10(5) so as to inform Northern Beaches Council's consideration of effects anticipated under 5.10(4). This Statement is supported by the NBRS Architecture's Conservation Management Plan prepared in satisfaction of clause 5.10(6) which provides that:

*5.10 (6) Heritage conservation management plans The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.*

Sub-clause 5.10 (10) of the *Manly Local Environment Plan 2013* provides 'conservation incentives' may be granted by Council to facilitate conservation of heritage items. Council has already examined the application of this clause in relation to the future development of the site of the Manly Civic Club in Gilbert Street Manly which contains the heritage item known as The Auckland Garage. An existing approval for the site exists which was made under the provisions of the previous Local Environmental Plan. Changes proposed for the development of the site to include a residential component are now prohibited by the new Local Environmental Plan and the Applicant is seeking the application of the conservation incentives clause to achieve this objective.

*5.10 (10) The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:*

- a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and*

- b) *the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and*
- c) *the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and*
- d) *the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and*
- e) *the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*

In the current situation, Northern Beaches Council is the relevant "Consent Authority" and has the authority to vary planning controls in relation to sites listed as having heritage significance at a Local level in accordance with the provisions of the standard clause above. The use of the clause is envisaged by its inclusion in the LEP for sites where otherwise conservation of a heritage item may be constrained by existing planning controls or by economic circumstances.

The threshold for use of the clause is that the application would 'facilitate' the conservation. This is a change to earlier versions of this clause where the onus was on the Applicant to prove that the conservation of the item 'depended' on the application of the incentives. That test proved to be virtually impossible to meet in most cases and the incentive was rarely used. The present change was one adopted by the State Government to encourage the use and conservation of local heritage items that were otherwise constrained by planning controls that restricted their use.

The Macquarie Dictionary definition of the word 'facilitate' includes – to make easier or less difficult, to help forward (an action or process etc.). The incentives go to the development of a heritage building and the land that it occupies for "any" purpose" even though that use or development would otherwise be prohibited or limited by existing controls.

It is only necessary for the application of the incentives to show that the conservation of the item is facilitated by the approval, that it is in accordance with an approved heritage document, that all conservation works are carried out as part of the development, that the development would not have an adverse impact on the significance of the item and its setting and would not affect the amenity of the surrounding area.

An approval for the subject site was granted prior to adoption of the current LEP which included a substantial commercial development including the integration and conservation of the heritage item. That approval remains intact in perpetuity following commencement on site of the approval.

Nevertheless, that approval no longer meets the requirements of the owners of the site for a variety of reasons as discussed below and a new development outcome is sought which under the provisions of the new LEP is prohibited by the current B1 zoning. Notwithstanding the revised development has an improved outcome in relation to its locality and adjoins other residential development within the B2 zone, the zoning of the site prohibits the residential component of the development because of the Council's desire to increase business activities on the land.

#### **Sub-clause 5.10(10) Criteria**

#### **Compliance**

(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

The conservation of the heritage item will be made easier and helped forward by an approval that provides a financially viable development option for the site. The Council has previously agreed that the general form of development, its scale and character and the connection to the heritage item is satisfactory

Sub-clause 5.10(10) Criteria	Compliance
	<p>in heritage terms to provide for its conservation. Conditions of Approval were issued in this regard and would be adhered to in any future development of the site.</p> <p>The Applicant has indicated that commercial office space is not in high demand in the area and that indeed the residential use of the upper portions of the site are more compatible with its immediate surroundings. Continuation of the current approval has been hampered by bank funding difficulties which has resulted in the works not proceeding. The construction of the current approval also involves the excavation of a basement level that extends below the water table while the current alternative reduces the need for on – site parking and one basement level. It also has the benefit of providing a source of income to fund the construction of the new Club facilities on the site.</p>
(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and	<p>The proposed development generally complies with a Conservation Management Plan for the site. [Refer section 4.2 below and appendix from page 23.]</p>
(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and	<p>The proposed development should include the requirement to carry out the works set out in the Schedule of Conservation Works [refer separate document].</p>
(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and	<p>Council has already assessed that the proposed works involved in the adaptation and integration of the heritage item into the proposed development of the site is acceptable in terms of heritage impacts. The new application has reduced height and bulk and will therefore result in a lesser visual impact on the setting of the heritage item.</p>
(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.	<p>Notwithstanding the whole area in which the heritage item is located is zoned B2, the majority of development in the vicinity of the site is either residential or has a large residential component.</p>

It is appropriate then that as the impacts of the proposal in relation to the earlier approved scheme are less in terms of the heritage item and its setting because of reduced height and bulk and that there will be no significant adverse impact on the amenity of the surrounding area, that the Council has compelling reasons to apply the conservation incentives clause to allow for the non-compliant use.

Were the earlier approved development not to proceed, then the conservation of the heritage item would be limited to basic maintenance and security without any public benefit.

In the event that the current proposal is permitted under the conservation incentives clause, the conservation of the item will be facilitated as part of the whole project giving assurance of the works being carried out as a priority for the benefit of the whole community.

#### **4.2 NBRS ARCHITECTURE CONSERVATION MANAGEMENT PLAN**

The conservation management plan (attached) sets out conservation policy recommendations for the conservation and future use of the Former Auckland Garage. The proposal generally complies with those recommendations to the extent identified in the compliance table in the appendix from page 23.

## 5.0 HERITAGE IMPACT ASSESSMENT

### 5.1 INTRODUCTION

The following assessment of this application is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Statements of Heritage Impact', 2002. The standard format has been adapted to suit the circumstances of this application.

*The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:*

- The proposal maintains an acceptable separation from the heritage item and uses it as the dining room/bistro of the Club which provides a continuing use for the place as part of the redevelopment of the site.

*The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:*

- The current application presents no additional impacts to that previously considered acceptable in the existing approvals which remain current.

*The following sympathetic solutions have been considered and discounted for the following reasons:*

- The change of use from office accommodation to residential will have a positive outcome on the site providing increased activity adjoining the heritage item and ensuring that its conservation is carried out.

### 5.2 MAJOR PARTIAL DEMOLITION (INCLUDING INTERNAL ELEMENTS)

*Is the demolition essential for the heritage item to function?*

- The original and significant use of the heritage item as garage and service station has not been feasible for many years and will not be again. It had been adapted to alternate uses such as dry-cleaner. The place is now vacant and without a use. The demolition is necessary to provide a feasible and compatible new use.

*Are important features of the item affected by the demolition (eg fireplaces in buildings)?*

- The areas of the structure proposed to be demolished are of lesser significance and utilitarian in nature.

*Is the resolution to partially demolish sympathetic to the heritage significance of the item (eg creating large square openings in internal walls rather than removing the wall altogether)?*

- Yes. The elements and spaces of highest significance would be retained.

*If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?*

- The partial demolition is necessary to facilitate future use and is not a result of the condition of the fabric.

### 5.3 CHANGE OF USE

*Has the advice of a heritage consultant or structural engineer been sought? Has the consultant's advice been sought? Has the consultant's advice been implemented? If not, why not?*

- NBRS Architecture have provided heritage advice to the applicant over several years. That advice has been followed. While the structural feasibility of removing the rear sections is self-evident, the detail of the conservation and adaptive works will need to be reviewed by a structural engineer. Provision for such advice is given in the 'Schedule of Conservation Works'.



*Does the existing use contribute to the significance of the heritage item?*

- The place's significance lies in its use as service station which has not been feasible for many years. The proposed use would allow public access and interpretation.

*Why does it need to be changed?*

- The original use has not been feasible for many years. The functional requirements of service stations and garages have changed radically over the last eighty years which means that there is little possibility of its original use ever becoming feasible again.

*What changes to the fabric are required as a result of the change of use?*

- The elements of the interior and at the rear of lesser significance would be removed to facilitate this use.

*What changes to the site are required as a result of the change of use?*

- The larger site would be redeveloped and part of the funds used to fund conservation of the retained heritage item and that part of the site at the corner forming the immediate setting of the heritage item which are of greatest significance.

#### **5.4 NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM (INCLUDING ADDITIONAL BUILDINGS AND DUAL OCCUPANCIES)**

*How is the impact of the new development of the heritage significance of the item or area to be minimised?*

- The new development sits behind the heritage item with a setback that provides a neutral backdrop to it. At street level the character of the item provides the visual interest that establishes the character of the corner of the site separate to the larger bulk of the new building.

*Why is the new development required to be adjacent to heritage item?*

- Development of the site will allow for the continued conservation of the heritage item. The current application does not differ significantly from the existing approval in this regard. The existing approval is less likely to maintain the existing fabric over a long period.

*How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

- The curtilage of the heritage item is restricted but is no different in this application to that approved in the previous application which is still current.

*How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

- Views of the heritage item will now include the bulk of the adjoining development that appears behind it. This relationship was considered in previous applications to be acceptable and is maintained in the current application.

*Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

- The site was previously developed for residential uses and there may be archaeological relics in the sub surface area. Approval for excavation for basement levels under the existing development consent has previously been granted for the site. The Heritage Act 1977 provides for management of relics if exposed during construction and a recommendation to this effect is included in the CMP.

*Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?*

- The new building is distinctively contemporary in character and construction. There is no necessity for the new work to reflect the specific character of the existing building. Because of the varied nature of the two structures it is not to be expected that there would be any similarities between the existing and new work.

*Will the additions visually dominate the heritage item? How has this been minimised?*

- The new work will be prominent behind the existing item but reflects the nature of the site and the desire of Council to retain the existing building.

*Will the public, and users of the item, still be able to view and appreciate its significance?*

- Public appreciation of the distinctive character of the former garage will be unaffected by the current proposal.

## 6.0 CONCLUSION

The proposed development retains, conserves and adapts the most significant elements of the heritage item and provides some public access for interpretation and appreciation. The development 'facilitates' conservation of the heritage item in terms of the conservation incentive provisions of clause 5.10(10) of the *Manly Local Environmental Plan 2013*.

The proposed works generally comply with the recommendations of the Conservation Management Plan provided in satisfaction of clause 5.10(6) of the *Manly Local Environmental Plan 2013*.

The proposed development does not result in any further significant adverse impacts on the identified heritage significance of the property or on any other heritage items in the immediate vicinity than those which have already been assessed and approved as being satisfactory.

The heritage impacts – both on the heritage item itself and nearby heritage items - have been assessed as acceptable under the provisions for heritage impact assessment of clause 5.10(5) the *Manly Local Environmental Plan 2013* subject to the following items which could be included as conditions of development consent:

### Prior to Construction

- **Recording** - Provision of a photographic recording, including measured drawings, should be carried out prior to construction which includes demolition of parts of the heritage item.
- **Design Detail Resolution** - The following design details should be reviewed for heritage impacts prior to construction:
  - the proposed new fence and planter;
  - the main garage's accessible toilet's general arrangement, location and extent are acceptable but the detail of its form and design should be reviewed to achieve the objectives of Recommendations 42 and 44 of the CMP;
  - the glazing of the side openings of the main garage and porte-cochere should be confirmed to achieve the objectives of Recommendations 43 and 50 of the CMP;
  - Services, interior fitout and building compliance works including services, insulation, acoustics and equitable access;
  - An exterior colour scheme informed by the original scheme;
  - the landscape design detail immediately external to the retained heritage item should be reviewed so as to reinforce these identified views as far as feasible; and,
  - the landscape design detail should be reviewed to achieve the objective of Recommendation 41 of the CMP.

### Prior to Occupation

- **Conservation Works** - The works described in the 'Schedule of Conservation Works' should be carried out including materials analysis to fully identify the conservation needs of the masonry. This should include the ongoing involvement and review of the conservation works by a built heritage consultant or conservation architect.
- **Heritage Interpretation** - A 'Heritage Interpretation Plan' should be prepared and implemented and include interpretation of the lost bowers, lost/demolished fabric and reconstructed elements.

When Proposed

- **Signage** - When signage is proposed, existing and proposed signage should be reviewed in accordance with recommendation 39 of the CMP.

Post-Occupation

- **Conservation Management Plan** - Ongoing management and operations being carried out in accordance with the Conservation Management Plan.



Don Wallace  
Senior Heritage Consultant  
**NBRS**ARCHITECTURE

## **7.0 APPENDICES**

### **7.1 APPENDIX A– STATE HERITAGE INVENTORY LISTING**



Home > Topics > Heritage places and items > [Search for heritage](#)

# Auckland Garage Building (Former Service Station)

## Item details

**Name of item:** Auckland Garage Building (Former Service Station)  
**Type of item:** Built  
**Group/Collection:** Transport - Land  
**Category:** Petrol Station/Service Station  
**Primary address:** Gilbert St cnr West Promenade, Manly, NSW 2095  
**Local govt. area:** Manly

## All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Gilbert St cnr West Promenade	Manly	Manly			Primary Address

## Statement of significance:

A well preserved and rare example of a petrol service station in the Inter War Spanish Mission style dating from the 1930s.

Manly Council is in the process of updating the inventory sheets for places listed as Items of Environmental Heritage on the Manly Local Environment Plan (2013) as amended.

The information in this inventory entry may not be complete.

For further information, please contact Manly Council's Heritage Advisor.

**Date significance updated:** 13 Dec 99

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.*

## Description

**Physical description:** Single storey rectangular building in Inter War Spanish Mission style with roofed forecourt and garage attached at the rear. Gabled tiled roof with slightly offcentre gabled bay to the façade., brick walls with white painted stucco. The building is set at a diagonal to the two streets, the forecourt forming a triangle at the street corner. The gabled bay to the façade and the end walls feature stepping brickwork, windows and doors have semi-circular fanlights, and windows are 12-paned timber framed.double hung.

## History

**Historical notes:** Land part of the John Thompson Grant (1842).


## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing	Transport-Activities associated with the moving of people and goods	

local, regional and national economies	from one place to another, and systems for the provision of such movements	(none)-
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### Assessment of significance

- SHR Criteria a)** [Historical significance] Rare early petrol service station dating from the 1930s.
- SHR Criteria c)** [Aesthetic significance] Good example of service station in the Inter War Spanish Mission style.
- SHR Criteria g)** [Representativeness] Representative inter war service station

**Assessment criteria:** Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

### Recommended management:

Conservation Management Plan should be required prior to any major alterations. Encourage continuing use as a service station.

### Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		I156	05 Apr 13		

### Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Manly Heritage Study	1986		Blackmore, Ashton, and Co.		N o
Review and Database Listing	1999		C. Kemp/ W. McArthur		Y es

### References, internet links & images

None

Note: internet links may be to web pages, documents or images.



(Click on thumbnail for full size image and image details)

### Data source

The information for this entry comes from the following source:

**Name:** Local Government  
**Database number:** 2020196

[Return to previous page](#)



**7.2 APPENDIX B– CONSERVATION MANAGEMENT PLAN POLICY COMPLIANCE TABLE**

CMP Policy Recommendation	Compliance of Proposed Development
Recommendation 1 The future conservation and development of the place should be carried out in accordance with the principles of the Australian ICOMOS Charter for Places of Cultural Significance, 2013 (The Burra Charter).	Ongoing management and operations.
Recommendation 2 The statement of significance in this plan should be adopted as a basis for future decision making, planning and work on the place.	Ongoing management and operations.
Recommendation 3 The recommended policies and conservation options discussed in this document should be adopted as a guide to future conservation and development of the place irrespective of the use to which it is put.	Ongoing management and operations.
Recommendation 4 This Conservation Management Plan should be reviewed every ten years or sooner should circumstances change.	Ongoing management and operations.
Recommendation 5 Before any major works are undertaken, available documentary and physical evidence should be reviewed and used to guide effective conservation work.	Ongoing management and operations.
Recommendation 6 All conservation work in the building should be undertaken based on evidence. Conjecture and guesswork in making decisions about conservation processes are unacceptable.	Ongoing management and operations.
Recommendation 7 Retention, enhancement and recovery of the cultural significance of the place should be adopted and implemented as opportunities arise, taking into consideration availability of resources and other constraints.	Ongoing management and operations.
Recommendation 8 In general terms, a minor adverse effect on any item or aspect of significance may be acceptable provided: <ul style="list-style-type: none"> <li>• It makes possible the recovery of aspects of greater significance,</li> <li>• It helps to secure the continued viable use of the place,</li> </ul>	Ongoing management and operations.

- There is no feasible alternative,
- Care is taken to minimise the adverse effect, and
- The effect is assessed in a Statement of Heritage Impact demonstrating compliance with these recommendations before it is realised.

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<p>Recommendation 9 Proposals for change at the place should be assessed for heritage impacts, significant adverse impacts mitigated and the findings documented in a Statement of Heritage Impact.</p>	<p>This Statement of Heritage Impact assesses heritage impacts.</p>
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<p>Recommendation 10 New uses which provide for access to the place and its interiors are preferred. If access to the Main Garage cannot be provided, access to the porte-cochere should be restored.</p>	<p>The proposed use provides access to the place and its interiors.</p>
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<p>Recommendation 11 The perimeter fence should be retained only as long as it is necessary to secure the vacant site. The fence should then be removed.</p>	<p>The perimeter fence would be removed as part of the development. A new fence is proposed for the immediate setting of the retained heritage item. This is necessary for security purposes.</p>
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The design detail of the proposed new fence should be reviewed prior to construction.

<p>Recommendation 12 The place should continue to be managed in accordance with its status as a local heritage item and early consultation with Northern Beaches Council should continue on proposals large or small.</p>	<p>Ongoing management and operations.</p>
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<p>Recommendation 13 As Northern Beaches Council must be provided with proposals for works at the place either to determine development consent or confirm exemption from development consent under clause 5.10(3) of the Manly Local Environmental Plan 2013, all proposed development should be submitted to Council for its approval or confirmation of exemption.</p>	<p>Ongoing management and operations.</p>
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<p>Recommendation 14 All compatible uses that would facilitate conservation and potential incentives under clause 5.10(10) of the Manly Local Environmental Plan 2013 should be explored.</p>	<p>Various uses have been explored. The proposed use is compatible with the significance of the place.</p>
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<p>Recommendation 15 Proposed excavation and the treatment of relics and potentially</p>	<p>Ongoing management and operations.</p>
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significant archaeological deposits should be confirmed with the Heritage Division of the Office of Environment & Heritage.

Recommendation 16	In determining future uses for parts of the building, new uses should be selected which are compatible with the retention and exposure of original fabric and retention of the original spatial character both internally and of the significant exterior setting. Compatible uses are those which: <ul style="list-style-type: none"> <li>• Retain elements of high significance;</li> <li>• Expose original fabric to view where originally exposed;</li> <li>• Remove or modify intrusive elements; and,</li> <li>• Do not require compartmentalisation of significant open interiors and retain their open character.</li> </ul>	The proposed development retains elements of high significance and otherwise complies with this recommendation. The proposed use will not require major compartmentalisation of the interior open character of the main garage.
Recommendation 17	Proposed changes of use to the significant structure should be considered in the context of planning of the site as a whole.	The proposed change of use has been considered in the context of planning of the site as a whole.
Recommendation 18	The owner should initiate a planned maintenance and repair program for the building based on a comprehensive understanding of the building's present state, construction, character and materials with regular inspections and prompt appropriate preventative maintenance and repair when required.	Refer Schedule of Conservation Works.  Ongoing management and operations.  Once the active conservation works have been carried out periodic maintenance should be put in place.
Recommendation 19	The existing condition of the building and concept proposals for change should be reviewed at an early stage by a structural engineer expert in historic structures.	The proposal does not significantly alter structural systems in place. The Schedule of Conservation Works recommends review by a structural engineer.
Recommendation 20	The owner should keep a maintenance manual and a directory of suppliers and contractors.	Ongoing management and operations.
Recommendation 21	Care should be taken by both tradespeople and supervisory staff that significant fabric is not damaged by maintenance and repair activities. In practical terms, this should begin with a 'heritage induction' for all tradespeople and supervisory staff who are to carry out works at the place including maintenance.	Ongoing management and operations.

Recommendation 22	The owner should maintain up-to-date as-constructed drawings on a durable format and keep copies in a permanent, publicly accessible archive.	Measured drawings should be prepared prior to construction involving demolition.
Recommendation 23	A photographic recording should be carried out prior to and during any major works and kept on durable stock in a permanent, publicly accessible archive.	A photographic recording should be carried out prior to construction.
Recommendation 24	A comprehensive collection of all relevant archival material should be maintained, built upon and kept for reference by the owner and its advisors. The collection should also be copied into a digital form and 'backed-up'. This should include, but not be limited to, the following: <ul style="list-style-type: none"> <li>• Copies of all extant archival plans, specifications and reports</li> <li>• Copies of all significant original and early photographic records of the place</li> <li>• A copy of this plan and any subsequent specialists' reports.</li> <li>• An itemised record of all maintenance and conservation works including documents and specifications.</li> </ul>	Ongoing management and operations.
Recommendation 25	Relevant and expert trade and professional conservation advice should be provided for all conservation, adaptation and repair works proposals and programs at the place.	Ongoing management and operations.
Recommendation 26	Consultants, tradespeople and supervisory staff should be appropriately qualified in their relevant fields and have knowledge and experience of sound conservation practices.	Ongoing management and operations.
Recommendation 27	Those charged with the management and operation of the place should be supported by ongoing training so as to integrate conservation principles and implementation of this Conservation Management Plan into the facility's operations.	Ongoing management and operations.
Recommendation 28	The history, development, use and care of the place should continue to be researched so as to improve understanding of the place.	Ongoing management and operations.

Recommendation 29	Compliance with construction and access codes and standards including disabled access should be provided in a way which minimises alterations to significant fabric or intrusions into significant spaces. The use of 'alternate solutions' in lieu of the Deemed to Satisfy provisions of the BCA is recommended, where required to minimise the heritage impact of compliance and to maximise the historic spatial qualities of the interiors and exposure of original structure, fabric and finishes, and ensure the most sympathetic outcome.	The design detail of building compliance works including equitable access should be reviewed prior to construction.
Recommendation 30	Opportunities for interpretation of the heritage significance of the place and its use over time should be identified in a Heritage Interpretation Plan and implemented as part of any significant development of the site.	A heritage interpretation plan should be prepared.
Recommendation 31	Views to the front and side of the buildings along Gilbert Street and West Promenade should be retained and reinforced.	<p>The proposed development retains these views.</p> <p>Prior to construction, the landscape design detail and the infills to the side glazed openings should be reviewed so as to reinforce these identified views as far as feasible.</p>
Recommendation 32	The view to the place from the southern forecourt of the Town Hall should be retained. This opportunity to restore and enhance this view by the removal of the intrusive public toilets should be investigated in the future planning of Gilbert Park. This should also include opportunities to clear the view by obstructive planting of low significance and the ephemeral presence of parked or standing buses.	<p>Ongoing management and operations.</p> <p>Consultation with external agencies.</p>
Recommendation 33	The Development Zone indicated on Figure 69 below may be developed as long as the Main Garage, Porte-Cochere, driveway access and the view through the Main Garage are retained.	<p>The proposed development conforms to this recommendation generally.</p> <p>Prior to construction, the landscape design detail and the infills to the side glazed openings should be reviewed so as to reinforce these identified views as far as feasible.</p>



Figure 69 – Diagram showing development zone.

Recommendation 34	The masonry should be conserved with the guidance of materials analysis. The masonry appears to have eroded internally due to salts, hard cement pointing and application of impervious paints. Works will likely include desalination, possible repointing and removal of exterior paints.	Materials analysis should be carried out prior to construction to fully identify the conservation needs of the masonry.
Recommendation 35	Paint on exterior glazed wall-tiling should be removed.	Refer Schedule of Conservation Works.
Recommendation 36	The exterior colour scheme was based on a deep cream-yellow finish wall colour. New paint colours and paint types should be informed by the original scheme.	An exterior colour scheme informed by the original scheme should be confirmed prior to construction.
Recommendation 37	The original roof tiles appear to have been replaced. The mixed colour and glazed and unglazed roof tiles in place may be replacements but are not intrusive. They are however affected by salts and should be renewed. Reroofing should be based on the original roofing tiles and match early profiles in unglazed terracotta.	Refer Schedule of Conservation Works.
Recommendation 38	The porte-cochere should be retained and lost elements reconstructed including columns, lanterns and wrought iron window grilles.	Refer Schedule of Conservation Works.
Recommendation 39	Signage on the gable of the porte-cochere may be reconstructed or similar new signage associated with new compatible uses put in place.	No signage is proposed as part of the development application.  Existing and proposed signage should be reviewed prior to construction in accordance with recommendation 39 of the CMP.

Recommendation 40	The presence of the lost bowers should be interpreted.	A heritage interpretation plan should be prepared and include interpretation of the lost bowers.
Recommendation 41	The forecourt, porte-cochere and driveways should be retained generally as paved areas so as to express the original use of the building rather than be planted out as a domestic garden.	Prior to construction, the landscape design detail should be reviewed to achieve the objective of Recommendation 41 of the CMP.
Recommendation 42	The existing partitions and added glazing and roller-doors and louvred glazing should be removed and the interior space of the Main Garage should be restored as a single open space.	Complies. The proposal shows the open interior space of the main garage restored. An accessible toilet is included in the northern corner of the room.  Prior to construction, the design detail of the main garage's accessible toilet should be reviewed to achieve the objectives of Recommendations 42 and 44 of the CMP.
Recommendation 43	The end openings of the Main Garage can be adapted but an open view should be kept through these openings from one side of the property to the other.	Prior to construction, the detail of the glazing of the side openings of the main garage should be confirmed prior to construction to achieve the objectives of Recommendation 43 of the CMP.
Recommendation 44	Where compartmentalisation of the interior of the Main Garage is necessary, it should be limited in height of the end openings and read as 'objects' within the space rather than subdivisions of it.	Prior to construction, the design detail of the main garage's accessible toilet should be reviewed to achieve the objectives of Recommendations 42 and 44 of the CMP.
Recommendation 45	The vestibule should be retained if feasible. The underlying fabric of the counter should be investigated before determining options to open it up further.	Retention of the vestibule has not been found to be feasible as it would prevent a direct accessible route between the interior of the main garage and the porte-cochere.
Recommendation 46	The eastern wing may be adapted if feasible or removed if not.	Retention of the eastern wing has not been found to be feasible as it would limit the functionality of the open interior of the proposed lounge/bistro in the main garage.
Recommendation 47	The rear garage should be retained if feasible and removed if not. If it is removed, it should be interpreted.	Retention of the rear garage has not been found to be feasible.
Recommendation 48	The store may be retained or removed.	The store will be removed.
Recommendation 49	Original windows and doors should be retained and conserved.	Refer Schedule of Conservation Works.



Recommendation 50      The garage door openings and the shopfront between the vestibule and the porte-cochere may be adapted as long as it is kept visually open through the garage from Gilbert Street to West Promenade.

Prior to construction, the detail of the glazing of the side openings of the main garage and porte-cochere should be confirmed prior to construction to achieve the objectives of Recommendations 43 and 50 of the CMP.

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**7.3 APPENDIX C– CONSERVATION MANAGEMENT PLAN**